RAILWAY RECORD.

Arrival and Departure of Trains Frains on the Memphis and Little Rock road move follows: Mailleave a daily at 4:30 p.m.; freight was daily, ex. 29 Sanday, at 5:30 a.m. Mail arres deily at 11:35 p.m.; freight arrives daily, ex. of Sanday, at 6:15 p.m.; Irains on the Memphis and Charleston road move follows: Matl leaves daily at 11:35 p.m.; fast at an express leaves daily at 6:50 a.m.; Somerile accommodation leaves daily at 7:30 a.m.; Somerile accommodation arrives daily at 11:20 a.m.; margille accommodation arrives daily, except and a control of the commodation arrives daily, except and a commodation arrives daily.

on a.m.; freight arrives unity, except Samay, at Op. m.
Trains on the Louisville and Nashville road move follows; flapress leaves daily at 11:15 p.m.; at leaves daily at 7:10 a.m.; St. Louis express aves daily at 7:10 a.m.; St. Louis express aves daily at 2:5 p.m. Brownsville accommodation is express arrives daily at 1:10 p.m. mail arress daily at 4:20 p.m. St. onis express arrives daily at 1:10 p.m. mail arress daily at 4:20 p.m. St. onis express arrives daily at 1:10 p.m. mail arress daily at 4:20 p.m. St. on arrives daily at 1:10 p.m. satisfy the express rins only to M'Kenzie, connect to Nashville.

Superintendents are requested to notify this office omply of changes of time. PERSONAL AND GENERAL. PERSONAL AND GENERAL. the home trade was not satisfactory, but a fine harvest would make it so. up in local railroad circles yesterday. The New York, New Orleans and Texas dirrough line is now formally open. The first train from New Orleans to Houston left the Algiers depot of Morgan's Louisiana and Fexas railrond on Saturday afternoon at 5:26. the old Ann street ferry, by the Morgan e, has been altered to a double-ender, and has gone to Morgan City, where she will be utilized in the railroad ferry at that point.

excelled by any road in the country for smoothness, safety and comfort. West Tennesse. Whig: "It will be an es-gual condition to Nashville that she shall spinners, 700; speculators, — bales. \*\*Bemphis Cotton Movement.\*\* rn, and then Nashville can suap her fingers in the face of the Louisville connection, and be able to reach the outside world by an independent line. Jackson will build the road to Nashville, if Nashville will see The Mobile Register says that a crazy negro who had a ticket from Pittsburg, Penn-sylvania, through to New Orleans, jumped off the Montgomery and Mobile railroad train Thursday at a little way station, and made for the woods, leaving his baggage and everything else behind. A prominent railroad offi-

cia' hinted that the conductor organized his en winto an improvised pose and went into pursuit, and that was why the train was be-hind in reaching Mobile. The Cincinnsti Commercial has an intereststatement from an observant railroad n regarding the use of timber on the American railroads, according to which it yearly takes 200,000 acres of forest to to sup-ply cross-ties for the railroads of the United ates. It takes 16,000,000 ties to supply the verage the contractors get thirty-five cents iece, making in the aggregate \$5,250,000, building a new road the contractors figure on 2700 ties to the mile, while it takes 300 ties to the mile to keep a constructed road in repair. The average of a good piece of timber land is 200 trees to the age and 12 ties to the tree. With such a drain in on our forests, and increasing each year, it is plain to see how rapidly they must disappear.

Porrsyllle, Pa., August 30. - Thomas out and Mrs. Hoffner, who were walking on

An Engineer Killed. CLEVEL AND, August 30 .- Last night, in he engineer of the pony engine, was thrown, or jumped off, and killed. The body was ent in two, and shockingly mangled. Three other train men were injured, but not dan-

When the physicians arrived at the scene of the collision they found their services were not needed. The afternoon freight train, run by Engineer Marcus Barnum, had just left Long Hill Station, when the engineer saw the excursion train rounding the curve, and he and the fireman jumped from the engine and escaped injury. Engineer N. M., Bristol, on the excursion train, stuck to his proof and enderwayed to ston the train. od and endeavered to stop the train. His ur after. The brakeman on the freight ain was slightly injured. The excursion f-way. Both engines and several freight-

lays ago, a young lady boarded the train at Eashville bound for that city. She was at-ractive in person, and well dressed. When conductor approached her for her ticket, r face assumed a mouraful expression, her es became suffused with tears, and mid-er sobs she succeeded in showing the con-tetor by signs that she was mute, a poor, estitute orhan girl, seeking friends in East ennessee. Her sad tale nwoke a chord of the tender breast of the connd she was allowed to remain on the ain. Soon after her arrival in Chatta-oga Marshal Lowry learned that a deste deaf and dumb girl was in the city desired transportation to Philadelphia, nessee, where she claimed she had friends. kind marshal sought out the young peated to him the young girl's mournful talk, which touched him so that he agreed to take the girl to her destination. She kept a reserved and submissive attitude during the

He was likewise moved and sought ctor of the E. T. train and reearing utterly oblivious of all sounds. looking as deaf as a post and as dumb a When the train reached Philadel-East Tennessee, the young lady arose, a overspread her features, and, advancing the conductor, she spoke to him a few rds of thanks for his kindness, wishing him thanks for his kinthess, wishing him farewell, leaped lightly from the train, where she was quickly joined by a young man, who had to all appearance been expecting her. The young man took the arm of the mute" (who could bear and talk), and together they procured a marriage license, and in a few moments were married. The young tady is the daughter of respectable parents of Springfield, Illinois. She ran away from home to marry the young Philadelphian, who is a school-teacher. In her hurry to leave,

HYPO-PHOS-PHITES.



the Senefits I have to acree to bear testimony to the Senefits I have to acreed from using Fellow's Compound. Syrap of Hypophosphites. I have recommended it is many of my friends, and it has proved an excellent surative for Nervolusiess and General Betallty. It is also a first-class Tonic—enables a person to take "S. flesh rapidly, and is free from the constipution effects characteristic of

her tonics I have tried.
HENRY JOUNSTON, Montreal. Read Dr. Earle's Testimopist, MR. JAMES I. FELLOWS, Manufacturing Chemist:

SIR—For several months past I have used your
Compound Syrup in the treatment of incipient
Phthisis. Chronic-Brenchitts, and other Affections
of the Chest, and I have no hesitation in station
that it ranks foremost among the remedies used in
those diseases. Being an excellent Nervous Tonic,
it exerts a direct influence on the Nervous System,
and through it, it invirorates the body. It affords
me pleasure to recommend a remedy which is really
good in cases for which it is intended, when so
many advertised are worse than useless.

Price, \$1 50 per Bottle. Six for \$7 50. SOLD BY ALL DRUGGISTS.

FINANCE AND TRADE.

35 was asked. A telegram received yesterday at the Appeal office, from Washington, said: "The treasury department estimates that about \$4,000,000 of foreign gold will arrive at Nove keek until the first of November. The treasure department has a long to the conclusion of our last weekly re-At the conclusion of our last weekly re-

middling cotton in New York, quoted 11½c, advanced to 12c; in New Orleans, quoted 11½c, advanced to 11½c; in Liverpool, quoted 11½c, advanced to 11½c; in Liverpool, quoted 7 1-16d, advanced to 7 3-16d; in Memphis, quoted 11½c, and so remained. It is almost quoted 11½c, and so remained. It is almost quoted at par on New York and other \$120\alpha(140; 14\frac{1}{2}\tau 15, \$100\alpha(165; 15\tau 14\frac{1}{2}\tau 15\tau 14\frac{1}{2}\tau 14\f a novelty to see a decided change in the price of cotton, but this week, as the above statement shows, an advance occurred. It price of cotton, but this week, as the above statement shows, an advance occurred. It was led by Liverpool, and not very readily responded to by New York. In our own market the effect of the advance was not very conspicuous, because the demand was so light that there were hardly sales enough to make a change on. There was some demand, but it was principally restricted to up-per grades, which are very scare in our mar-ket. The fine-weather and continued good

Charleston railroad stock, last sale at 33;

Memphis Fire and City insurance stock,

75; Bluff City insurance stock,

80

says the marker was have proved stronger than ings. Holders have proved stronger than expected, middling selling as high as it did three months before. Manchester foreign three months before. Manchester foreign same time last week ... 31,250 27 8ame time week before 42,276 38 trade better than at the same time last year; Receipts in Memphis during the official

h, 1879, are 409,574 bales, against 380,089 bales at the corresponding time last season, an increase of 23,485 bales.

Shipments during the official week aggregated 1229 bales, against 1871 bales the previous week, and —— bales the corresponding week last season, and 201 in 1878. Total shipments since September 1st are 403,000 The Louisville company is placing their Mobile division in tip top condition. It is being rebullasted with stone and shell from Alabama, and otherwise being strengthened along the entire line. The road cannot be at this time last year. Sales during the week were 1000 bales, against 325 bales the previous week. Of the 1000 sold this week, exporters took 300 bales: The following shows the course of the Mem-

August 13. 26. 1929 1928 1124 124; [Hinois Central, 112]; Chicago, Burlington and Quines 124; Chicago and Alton, 114; Quines 127. 36. 1924 124 125 1124 125

Market steady. Sales unimportant. COTTON STATEMENT, IMPORTS.

Memphis and Charleston R. R. Mississippi and Tennessee R. R. Louisville & Nashville Great Son Memphis and Little Rock R. R. Paducah and Memphis milroad.

the domestic markets as reported yesterday to the cotton exchange:

lows: At 10:20, steady; 11:10, easy; 12:15, barely steady; 1:30, barely steady; 2:30, steady; 3:10, barely steady. Sales, 94,000

10.64(a10.66 10.78(a10.80 10.95(a10.97 11.91(a11.93 11.00(a11.01 11,916(11.93 | 1,036(11.0) 11,006(11.01 | 11,146(11.15) 10,5266 | 10,616(10.63) 10,416(10.42 | 10,496 | 10,496 The New Orleans market closed nominal The New Orleans market closed nominal at 11 fe for middling. Sales, 500 bales; receipts, 1548 bales. Stock 33,488 bales.

The Liverpool telegrams yesterday reported cotton tending downward; middling uplands, 7 1-16d; Orleans, 7 fd. Sales, 7000 bales, of which — were American. Residual 1500 bales, 1500 bales, 1400 of which are American. Second 1500 bales, 1500 bales, 1400 of which are American. Second 1500 bales, 1500 bales

August, 631-32d; August-September, 615-16, rates. 6 29-32d; September-October, 6 17-32, 61d; Hog Products.—Mess pork, \$16-75, Ba-

weak; August, 6 27 32d; August-September, 6 13-16d; September-October, 6 15-32d.

The movements at the ports were reported as follows:

GEOCERIES.—Coffee, 134@ 15c for prdinary, 16@ 164c for fair, 17@ 17 to for good fair, 18@ 184c for choice. Tea—imperial, 55@ 80c. Rice—Louisiana, 74@ 9c. Salt

those diseases. Being an excellent Serrous Tonic, it exerts a direct influence on the Nervous system, and through it, it invirorates the body. It affords me pleasure to recommend a remedy which is really good in cases for which it is intended, when so many advertised are worse than useless.

Tam, str. yours truly. Z. S. EARLE, Jm., M. D.

Total receipts at all United States ports, 4,957,740; same date 1878, 4,442,687; same date 1877, 4,257,274; increase of receipts at United States ports this year, 515,953.

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At the conclusion of our last weekly review of the cotton market of the official week directed that \$20,000,000 in gold in the New

and Planters stock, 110; Memphis news from the crops represses any expectation of important permanent advances in price. Watts & Co.'s Liverpool weekly report, reviewing the week ending August 13th, says the market was inactive, with free offerings. Holders have proved stronger than

(BY TELEGRAPH.) PARIS, August 30.-Rentes, 86f. 221c. NEW ORLEANS, August 30.—Sight ex-change on New York, \$2 50 per 1000 preminm. Sterling exchange bankers' bills LONDON, August 30,-Consols, 97 15-16; new 5s, 1051; 44s, 114; 4s, 114; Illinois Central, 1151; Pennsylvania Central, 601; Erie, 391; seconds, 891; Reading, 111. NEW YORK, August 30.-Money easy at

Erie, 39½; seconds, 89½; Reading, 11½.

NEW YORK, Angust 30.—Money easy at 2603 per cent. closing at 2602 per cent. Prime mercantile paper 4½65½ per cent. Sterling exchange—bankers' bills, actual business, 481½ demand, 483½. Government bonds quiet and firm: United States conpons of 1881, 104½; new 5a, 102½; new 4½a, 111½; new 4a, 110; Pacific 6s of 1895, 125. State bonds dull and nominal; Louisiana 7½a, consols, 47½; Missouri 6s, 110; St. Joseph, 106; Tennesce 6s, old, 38; Tennessee 6s, new, 32½; Virginia 6a, old, 20; Virg reaction, which was, however, recovered in con quiet; 6\{\partial app. 8.75a9.80c. Lard nom the final sales, and the market closed strong at 7\{\partial c}0,

reaction, which was, flowerer, recovered in the final sales, and the market islaed strong at 7 se, and at 7 se, and the final sales, and the market islaed strong at 7 se, and Lehigh and Wilkesbarre, 120; St. Faut and Sioux city firsts, 105½; Chicago, Columbus and Indiana Central lirsts, no sales; Chicago, Columbus and Indiana Central seconds, central seconds, Sales; Erie seconds, Sale; Rock Island, 114; sales; Erie seconds, Sales; Erie seconds, Sale; Rock Island, 114; sales; Erie seconds, Sales; Erie secon

ceapts at the ports, which tended to check demand and led to westures on the next crop; but operators were cautious about operating, especially for September."

Vesterday, Saturday, Vesterday, Vesterday, Saturday, Veste New Orleans, 384; Kansas and Fexas, 36; Union Pacific stock, 634; Central Pacific, 734; Northern Pacific, 734; Northern Pacific, 734; Northern Pacific, 234; Louisville and Nashville, 128; Nashville and Chattanooga, 69; Louisville, New Albany and Chicago, 100; Houston and Texas, 60; Denver and Rio Grande, 714; Western Union Telegraph, 1034; Atlantic and Facific Telegraph, 42; Pacific Mail, 394; Adams Express, 146; Wells & Fargo's Express, 100; American Express, 574; United States Express, 474; Quick-silver, 13; Quick-silver, 13; Quick-silver, 13; Quick-silver, 13; Custal Arizona, 84 offered; Home Stake, 36, 212, dard, 284 offered; Excelsior, 16; Little Pittsburg, 4; Ontario, 32.

GENERAL TRADE. During the last week groceries and provis-ion stores were doing a good business for the

season, but feed and produce were dull. Yes-terday corn was offering, but there was no demand for it. Oats were lower. Bran could not find customers. Hay was neglected. Cornmeal was in an unsatisfactory, usettled condicton, Flour was dull and unchanged. Vegetables generally were quiet. Eggs were scarce but easier than Saturday. Matter underwent no change; the firm oleomargarin shows well against it this weather. Chicker were better, with a moderate supply. In hog produce the changes were few and slight, landing and at the railroad depots, and in-clude neither drawage, storage, nor other expenses outside of the bare freight and charges up to the time of arrival. Jobbing

and store sales are at higher rates, as they include drayage, storage and profit of the store, 40@ 42c, Bran-no demand, \$12 bid; in store, 75(a,80c a hundred. Hay—last sale of timothy at \$17.50; in stope, 00c(a,\$1.10, FLOUR AND MEAL.—Flour—superfine \$4(a, 4.25; extra, \$4.50(a,4.75; double extra, \$4.75 (a)4 85; treble extra, \$5 25(a)5 50; family lots selling at \$2 20, larger lots at \$2 18; sales of Ohio river meal at \$2; jobbing from store at \$2 30@2 35.

at 17@18c. Butter—common, 10@14c; medium, 16@18c; choice, 20@22c; creamery, 27@28c. Oleomargarine, 16@17c.
POULTRY.—Chickens in fair supply; young, \$2@3 25; old, \$3; roosters, \$2 50. Ducks, \$3 FRUITS AND BERRIPS.-Oranges, nominal, Lemons, \$4 50@5. Peaches, 50@75c per bushel box for fine. Apples—in store, northern, \$2 25@3; fancy, \$2 25@2 50.

NUTS.—Peanuts—red, 34@5c; Virginia, 7 674c per pound. Pecans, 126 18c, according to size. Brazil nuts, 106 11c per pound. Filberts, 12c per pound. Walnuts, 16c per Miscrillangous.—Hominy, \$3@3 25 a barrel; grits, \$3@3 25 a barrel. Cider— Missouri, \$9 25@9 75 a barrel. White beans medium, \$1 506 1 65; navy, \$1 75al 85.

Dried apples 5a5je per pound. Dried Liverpool futures at noon were weak; peaches 6a6je per pound. Nails \$3.35 October-November, 61, 6 9-32d; November-December, 6 7-32d; December, 6 9-32d; December-January, 63-16d. At 1:30—August, 6 15-16. At 3:30

—August-September, 61, 6 27-32d; October-November, 61d. At 4:10—November-December, 6 3-16d. At 5:15—futures closed 

J. A. Forrest & Co., of the City stables, Monroe street, report: Demand principally for good saddle and harness horses; heavy \$140@200; good harness, \$125@150; good saddle, \$135@165; common saddle and harness, \$115@130; good plugs, \$60@75; com-

mon plugs, \$50(a)60. [BY TELEGRAPH.] NEW YORK, August 30.-Flour heavy; superfine western and State, \$3 30a3 90. Wheat heavy; ungraded red, 98ca\$1 07. Coffee quiet but firm. Sugar active and firm; fair to good refining, 71a72c. Molasses quiet but steady. Ricedull. Pork firm; new iess, \$15 87 al6. Lard firm; prime steam, 8.12 la8.15c. CINCINNATI, August 30.—Flour quiet; family, \$4 50@4 85; fancy, \$5@5 75. Wheat dull and lower; No. 2 amber, 88a90c; No. 2

red winter, 92a94c. Corn steady; No. 2 mixed, 43c. Oats weak and lower; No. 2 mixed, 43c. Oats weak and lower; No. 2 mixed, 30a31c. Rye dull and nominal; No. 2 fall, 83c. Barley easier but not quotably lower. Pork dull and nominal, \$16. Lard easier, 7 c. Bulk meats easier, 5 a84c. Bacon quiet, 6 a9 a9 a9 c. Whisky active, firm and higher, \$1 11. Butter firm; choice western reserve, 17a18c; choice central Ohio, 15 a16c. extra, \$3 25@3 75; extra family, \$3 75@4 75; A No. 1, \$4 75a5; choice fancy, \$6a6 50.

gar-cured hams in good demand at full prices; canvased, 91a121c. Whisky quiet, western rectified, Stal 10. Coffee demand fair and market firm; Rio cargoes, ordinary to prime, 184164s. Sugar in good demand at full prices; open kettle, 104s; yellow clar-ified, 104a104c. Molasses—no stock. Rice

DEX TELEGRAPH!

45 Years Before the Puclic THE CENUINE Dr. C. McLANE'S

are not recommended as a remedy "for all the ills that fiesh is heir to," but in affections of the Liver, and in all Bilious Complaints, Dys pepsia, and Sick Headache, or diseases of AGUS AND FEVER.

No better cathertic can be used prepara-tory to, or after taking quinine.

As a simple purgative they are unequaled BEWARE OF IMITATIONS. The genuine are never sugar-coated.

Each box has a red-wax seal on the lid with
the impression, McLANE'S LIVER PILL. Zach wrapper bears the signatures of C. McLane and Fleming Baos. C. McLANE and Planing the genuine DR
C. McLANE'S LIVER PILLS, prepared by FLEMING BROS., Pittsburgh, Pa., the market being full of imitations of the name McLane, spelled differently bu

INVALIDS AND OTHERS SEEKING

WITHOUT THE USE OF DRUGS, ARE RE-

REVIEW, AN ILLUSTRATED JOUR-IT TREATS upon HEALTH, HYGIESE, and Physical Culture, and is a complete encyclopedia of information for illigates and These the surfer from Networs, Exhaustrig and Tainful Diseases. Every subject that bears upon health and human happiness receives attention in its pages: and the many questions asked by suffering invalids, who have disputed of a cuive, are answered, and valuable information is voluntaeved to all who are in need of mexical advices.

es who suffer from Nervous and Physical The ELECTRIC REVIEW exposes the unmitigated frauds practiced by quacks and medical impostors who profess to "practice medicine," and points out the only safe, simple, and sofictive road to Health, Vigor and Bodily Emergy.

PULVERMACHER GALVANIC CO., **Bowel Complaints!** A SPEEDY AND EFFECTUAL CURE.

Has Stood the Test of Forty Years Trial. Directions with Each Bottle. FOR SALE BY ALL DRUGGISTS.



RIVER REPORT.

RIVERS AND WEATHER. The following official table gives particulars concerning the condition of rivers an weather at all important points:

OFFICIAL SIGNAL SERVICE U. S. A. MEMPHIS, August 20, 1880.

Above low water.

STATIONS.

Rise | Fall Feet. | inches, inches,

11 METEOROLOGICAL REPORT. Time. | Bar. | Ther. Wind. | Weather 7:00 a.m. 20.994 78 E. 2:00 p.m. 29.80 91 N.E. 9:00 p.m. 29.877 83 E. Maximum thermometer, 93, Minimum thermometer, 74.

## TRLEGRAPH.

| WAR DRF'T, SIGNAL SRRYICE, U. S. ARMX, MONDAY, August 30, 1880, 10:08. | Place of Observation. | Bar. | Ther. | Wind. | Weath-Observation. | 29.91 | 79 | R. | Light. | Fair. | Chattanooga. | 29.91 | 55 | W. | Gentle. | Clear. | Louisville. | 29.90 | 78 | F. | Light. | Clear. | Louisville. | 29.90 | 78 | F. | Light. | Clear. | Louisville. | 29.90 | 80 | N. E. | Light. | Clear. | Nashville. | 29.90 | 80 | N. E. | Light. | Clear. | Nashville. | 29.81 | 81 | N. E. | Presh. | Fair. | Shreveport. | 29.84 | 84 | Calm. | Clear. | Vickaburg. | 29.83 | 82 | N. E. | Fresh. | Clear. | Vickaburg. | 29.83 | 80 | N. E. | Calm. | Clear. | Cle BY TELEGRAPH. Nashville, August 30.—River risin with 2½ feet on the shoals.

WHEELING, August 30.—River 4 feet 4 inches, and falling. Weather clear and warm. PITTSBURG, PA., August 30—Night.—River 2 feet 2 inches, and rising. Weather cloudy and warm. Vicksburg, August 36.—Weather warm; thermometer 89 deg. Up: Raven, with barges, Sunday, 5 p.m. New Orleans, August 30.—Weather clear and partly cloudy; thermometer 92 deg. Arrived: Montana, St. Louis, No departures, Evansville, Ind., August 30—Noon.—River 8 6-10 feet scant, and falling. Weather partly cloudy and hot; mercury 77 to 94 deg. Business fair, Down: Mary Houston,

CINCINNATI, O., August 30-Noon.—River 10 feet 3 inches, and falling. Weather showers andwarm. Night—River 10 feet, and falling. Weather warm, with rain this after noon. Arrived: Schenck, New Orleans.

night, Memphis to Cincinnati.

CAIRO, August 30—Noon.—Weather cloudy and hot. Arrived; Colorado, Memphis, 6 a. m. Departed: Grand Tower, Vicksburg, 10 a.m. Night—River 10 feet 4 inches, and rising. Weather cloudy; thermometer 90 deg. Arrived: Gold Dust, Vicksburg, 5 p.m. Departed: J. D. Parker, Memphis, 2 p.m. Departed: J. D. Parker, Memphis, 2 p.m. Captain Captai

MOVEMENTS ON THE LEVEL. Arrivals Golden City, New Orleans; fold Dust, Vicksburg; City of Providence, Gold Dust, Vicksburg; City of Providence, St. Louis; John A. Scudder, St. Louis; Ste. Genevieve, St. Louis; Vint Shinkle, Cincinnati; Golden Rule and barge, Cincinnati; Will Kyle and barge, New Grleaus; City of Greenville, Vicksburg; Batesville, St. Francis river; Manmelle, Arkaness river; Oscola Belle, Oscola; James Lee, Friars Point; Geo. W. Cheek, Arkaness City, Departures—Golden City, Bt. Louis; Gold Dust, St. Louis; Ste. Genevieve, St. Louis; John A. Scudder, New Orleans, Golden Rule, New Orleans; Vint Shinkle, Cincin-Rule, New Orleans; Vint Shinkle, Cincinnati; Will Kyle and barge, Cincinnati; Osceola Belle, Osceola; James Lee, Friars Point; George W. Cheek, Arkansas City; City

of Providence, Vicksburg. In Port—City of Greenville, Maumelle and Due Down—Grand Tower. Due Up—John T. Moore. BOATS LEAVING THIS DAY. HELENA-John T. Moore, Owen Finnegan

Riley master, 10 a.m. NEW ORLEANS-W. P. Halliday, E. master, 10 a.m. RECEIPTS YESTERDAY.

Golden Rule-1 horse. on-seed, lot sundries. Will Kyle—50 boxes brandy

cotton-seed, 29 pkgs sindries.
St. Genevieve—850 brls flour, 150 brls meal, 9 wet barrels, 310 pkgs lard, 196 rolls bagging, 86 bales hay, 31 sacks oats, 195 sacks bran, 1 bale cotton, 1650 pkgs mer-Vint Shinkle-470 brls flour, 400 brls salt, 79 brls whisky, 750 brls cement, 50 sacks meal, 86 sacks bran, 462 cases canned goods, 640 rolls bagging, 1066 pkgs furniture, 341 keg nails, 364 pkgs iron, 120 pkgs stoves, 384 kits fish, 20 brls fish, 23 half brls fish, 77 oil barrels, 68 buggies, 2 horses, 4 mules, 1429

LOCAL PORT NOTES. The Silverthorn is in the hands of the r The local packets departed yesterday even-

ing with good trips.

A pretty fair-sized crowd worked yesterday on the wharf extension. The City of Greenville arrived yesterday vening from Vicksburg on time.

Receipts by the river since our last report

98 bales cotton, 449 sacks cotton es cotton, 449 sacks cotton-seed.

rips with the plowboy.

The Will Kyle and barge, from New Or-leans, passed up yesterday afternoon for Cin-cinnati with a light trip. The Ste. Genevieve arrived vesterday at oon from St. Louis with 3711 packages freight, and returned again last evening. The Poitevent has been put throng passed down Sunday evening for New Or-leans. She added 135 bales cotton at Hope-

Thomas White is her clerk.

The Golden City, from New Orleans, passed up last night about nine o'clock, four days and two hours out—pretty fair time considering the condition of the river.

The Wyoming left St. Louis last night with the cargo of the Charles P. Chouteau. The latter boat is on the ways and her repairs are progressing rapidly.

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FINANCIAL.

The financial situation underwent no change the last week. Business generally was very quiet; rates of exchange and discount remain unchanged, with a steady call for loans, but without any pressure. In local stocks and securities not an atom of interest was to be heard of; Memphis and Charleston railroad stock was without transactious; the offering prine was understood to be 32, while and a fair list of people.

the fifteenth she will step aside, and let her big sister, the Orachita Belle, into the ring.

The iron steamer John T. Moore; Captain Ower Einsegan, is the practe to-day for Helena, leaviling promptly at five o'clo, X. The Moore, has elegant passenger accom, words and spreads a Legan to the lest. Captain J. Lyons and Harry Seam.

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OF MEMPHIS, Vicksburg with five of her crew on the sick list. In the absence of any direct information, it is thought here that the sick men on the Raven are suffering from the effects of heat and over-indulgence in ice-water, and that a dispute between the captain and Dr. Rice was the ground for the telegram. The Benner will meet the Raven somewhere about Greenville or Lake Providence, at both of which points there are telegraph offices, and which points there are telegraph offices, and the public will know all about it to-night or

PERSONAL.

Pilot William Underwood Is coming down on the Springer.
Captain D. C. Kimber, of the Kehlor, is very sick at St. Louis.

Aleck Moses, agent of the New Orleans underwriters, was at the Peabody yesterday.

Dan Roper, a mate well known on the lower coast, died at New Orleans recently.

Captain Lew Kates, of the Will Kyle, left his boat here and proceeded by rail to Cairo. his boat here and proceeded by rail to Cairo.

Mrs. James O. Durff and Rod Durff came
down from Metropolis, Illinois on the Vint
Shinkle. Shinkle.

Clerk Langlois, of the Gold Dust, is confined to his room with an attack of malarial fever of a mild type.

The Leadville Dethocrat, of Wednesday, has a notice of the death of Charley Dix, formerly clerk of the John A. Scudder,

Captain Urlah Brogs, one of the best among the upper Mississippi river pilots, dropped dead in St. Louis Saturday morning.

George Baker, clerk of the John A. Scudder, who has been taking a few weeks' holiday, has returned to duty, fresh and vigorous.

Captain J. J. Warman, who took the steam aunch Dookout to Vicksburg, is quitesick at that port, caused by exposure to the sun on the trip.

Mrs. Lou Jones, wife of Engineer Jones, of the James Lee, who has been summering in the Bluegrass country, returned home on the Vint Shinkle.

Mr. John P. Jackson, and old and respecte citizen of Newport, Kentucky, would be glad to hear of any information in regard to his son, James G. Jackson, who was formerly employed in the Logan & Maxan boat-store firm at Nos. 6 and 8 Common street, New

one of the most popular clerks in the Anchor line, arrived in 8t. Louis, Saturday, from Ophir, Ouray county, Colorado, where he has been for the past eighteen months engaged in merchandizing. Billy is now a centlepostmaster and justice of the peace of Ouray, and in every sense sustains Ouray, and in every sense sustains his rep-utation for geniality, good nature and strict business probity.

Harry Matson, pilot of the Maude, thus expresses himself to the Cairo Bulletia, anent snags and snagboats: There are fifty steam-boats plying in the Mississippi river; there are ninety snags in the said river between Cairo and Memphis; there are three steam-boats that ply in the Missouri river, and the government has in commission three ele-

government has in commission three ele-gantly appointed snagboats. A careful sur-vey of the panorama, through the optics of the interested pilot, discovers the presence in the Missouri river of one snagboat; in the the Missouri river of one snagboat; in the Mississippi river, between Cairo and St. Louis, one snagboat; but among the ninety snags between Cairo and Memphis, nary one. The third snagjerker's whereabouts is entirely and utterly unknown. She is supposed to be where the others ought to be, on the docks." Harry's head is flat on top.

has been purchased by Captain Max Keniston The Tennessee River Packet company is building a duplicate of the new Gus Fowler at Jeffersonville. t Jeffersonville.

The Jesse K. Bell and Jewel have formed a ne to run to Coushatta, Red river.

The John S. Bransford, having on board line to run to Coushatta, Red river.

The John S. Bransford, having on board 1750 sacks of corn, struck a rock-heap in the Wabash river, three miles above its mouth, on Saturday evening, and sunk. Her main deck aft is under water, and she will prove a total loss. About half the cargo is damaged. She is owned in Nashville, and was chartered by the Francille and T.

A telegram received yesterday from Port Huron, Michigan, says: "The side-wheel steamer Marine City took fire when about two miles south of Alcona, about noon to-day, and was burned to the water's edge. She was bound up with a general cargo, which was all destroyed. The Marine City was built by Lester, at Marine City, in 1866, valued at thirty thousand dollars and owned by Gallagher, Warner & Ca., of Detroit." Further details of the disaster will be found in another place in this paper.

other place in this paper. TOWBOATS AND BARGES. The Grand Lake and barges, from New Or-leans, passed up yesterday for St. Louis,

Co-operation on the River.

The New Orleans Picayune, of Saturday last, has the following well-considered editorial on this subject: "The steamboat inter-

est on the western rivers has scarcely held it

own during the last two decades. On many of the smaller streams, formerly giving em-ployment to a large number of crait, the sound of a steamboat whistle has not been heard for many years. The railways have absorbed a large proportion of the business on the tributaries, and on the great river it-self steamboating has not been very profitable of late. While it must be conceded that new forms of river transportation have come to the front as the most economical aids to hand in the Commerce trade pretty soon.

The Batesville, Captain O. K. Joplin, is the packet this evening at five o'clock for St, Francis river. A. L. Banning in the office.

The John A. Scudder, from St. Louis, passed down Sunday evening for New Orpassed down Sunday evening for New Orleans, She added 135 bales cotton at Hopefield.

The Maumelle, Captain Ed. Nowland, is the Wednesday packet for all points on Arkansas river. Jimmy Thompson in the office.

The tide has turned, if only for a short time. A rise of four inches in the river is reported for yesterday, making 5.11 on the gauge.

The snagboat Meiggs was engaged yesterday in taking up some piling at the foot of Washington street, to allow mattresses to be put down.

The City of Greenville, Captain Robert K. Riley, is the Anchor-line packet this evening at live o'clock for Cairo and St. Louis. Henry E. Corbyn is her clerk.

The Grand Tower, Captain George Carvell, is the Anchor-line packet this morning at ten o'clock for Vicksburg and the bends. Thomas White is her clerk.

The Golden City, from New Orleans, passed up last uight about nine o'clock, four days in the advantage in through busines, and it alone can be relled upon to develop the movement of western produce for export on a large scale, but it cannot occupy the whole field. It requires a supplement in the steamboat to fully utilize the splendid system of water courses. The weakest point in this method of transportation is the isolated character of the management. The captain, who is usually the owner, lives upon the deck of his craft, and is absorbed in the government of his boat. He has little time to study the transportation problem, and often fails to realize the full extent of the competition which he has to meet. Even when thoroughless to cope with the vigor of concentrated capital which faces him upon the land lines of transportation. The railway represents aggregated capital, and attracts to itself superior skill and judgment. It works upon broad principles, and draws every element of strength within its field of operations. It labors for distant results, and concentrates enormous weight upon every opposition. To successfully contend against their rivals the

The latter boat is on the ways and her repairs are progressing rapidly.

The Golden Rule and barge, from Cincinnati, passed down yesterday evening for New Orleans with 1600 tons of freight and a fair trip of passengers. Her trip footed up 30,787 packages.

The Vint Shinkle arrived Sunday evening from Cincinnati with 700 tons miscellaneous freight, and returned again last night with 62 bales cotton, 35,000 feet lumber, lot sundries and a fair list of people.

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